

## Freight & Passenger Rail Capital Improvement & Preservation Program

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
999 Statewide (Chelan) (Yakima) (Franklin) (Benton) (Skagit)	12 13 14 15 16 40	F01001T Y5	<u>CAR DESIGN AND QUALIFICATION</u> Design and qualification of Washington Fruit Express fleet for high speed operation.	STATEWIDE			390								390	+/-10%
							390								390	
			<i>Additional Revenue Required for Completion</i>				260								260	+/-30%
							260								260	
			CAR DESIGN AND QUALIFICATION (Total)				650								650	
999 Statewide (Chelan) (Yakima) (Franklin) (Benton) (Skagit)	12 13 14 15 16 40	F01002T Y5	<u>AUTHORITY TO LEASE WFE EXPRESS CARS</u> Provides Washington Fruit Express fleet of 200 cars via Operating Expenditures (leasing pass thru only) authority.	STATEWIDE			500	2,200	1,957	1,957	1,957	1,957	1,957	1,957	12,485	+/-10%
							500	2,200	1,957	1,957	1,957	1,957	1,957	1,957	12,485	
			AUTHORITY TO LEASE WFE EXPRESS CARS (Total)				500	2,200	1,957	1,957	1,957	1,957	1,957	1,957	12,485	
999 Statewide (Chelan) (Benton)	12 13 14 15 16	F01003T Y5	<u>WENATCHEE &amp; PASCO TRANSLOAD CENTERS</u> Construct truck-to-rail transload sites by adding setout tracks & loading docks to facilitate transloading fruit from trucks to rail cars.	WENATCHEE & TRI-CITI												
			<i>New Revenue (Referendum 51)</i>					1,600							1,600	+/-20%
								1,600							1,600	
			<i>Additional Revenue Required for Completion</i>						400						400	+/-30%
									400						400	
			WENATCHEE & PASCO TRANSLOAD CENTERS (Total)					1,600	400						2,000	

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999 Statewide (Skagit) (Yakima)	12 13 14 15 40	F01004T Y5	<u>MT. VERNON &amp; YAKIMA TRANSLOAD CENTERS</u> MT. VERNON & YAKIMA													
			Construct truck-to-rail transload sites by adding setout tracks & loading docks to facilitate transloading produce from trucks to rail cars.													
			New Revenue (Referendum 51)					700							700	+/-20%
								700							700	
			Additional Revenue Required for Completion						1,300						1,300	+/-30%
									1,300						1,300	
			MT. VERNON & YAKIMA TRANSLOAD CENTERS (Total)					700	1,300						2,000	
999 Statewide (Douglas)	38	F01005T Y5	<u>ADDITIONAL GRAIN CARS-SOUTHEAST</u> WHITMAN COUNTY													
			350 cars to preserve 190 miles of Whitman County lines, assuming 50% of the county's grain will travel by rail.													
			Additional Revenue Required for Completion					6,125	6,125						12,250	+/-30%
								6,125	6,125						12,250	
			ADDITIONAL GRAIN CARS-SOUTHEAST (Total)					6,125	6,125						12,250	
999 Statewide (Grant) (Lincoln)	13 7	F01006T Y5	<u>ADDITIONAL GRAIN CARS-EASTERN</u> LINCOLN & GRANT COUN													
			300 cars to preserve 108 miles of Lincoln/Grant County lines, ensuring adequate supply of grain cars for the Coulee City Line.													
			Additional Revenue Required for Completion					5,250	5,250	9,650					20,150	+/-30%
								5,250	5,250	9,650					20,150	
			ADDITIONAL GRAIN CARS-EASTERN (Total)					5,250	5,250	9,650					20,150	

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999 Statewide (Lincoln) (Grant) (Spokane) (Whitman) (Walla Walla)	12 16 7 9	F01007T Y5	<u>RURAL ELEVATOR TRACK EXPANSION</u>	STATEWIDE				03-05	05-07	07-09	09-11	11-13			
			Additional track at rural elevators and shortline/mainline junctions to ensure adequate grain car capacity.												
			<i>Additional Revenue Required for Completion</i>					2,300	1,700	1,700				5,700	+/-5%
								2,300	1,700	1,700				5,700	
			<b>RURAL ELEVATOR TRACK EXPANSION (Total)</b>					2,300	1,700	1,700				5,700	
999 Statewide (Yakima)	15	F01008T Y5	<u>LUMBER SPUR TO TRIBAL SAWMILL</u>	YAKIMA COUNTY											
			Construct new spur line to new Yakama Nation sawmill.												
			Funded				759							759	+/-10%
							759							759	
			<b>LUMBER SPUR TO TRIBAL SAWMILL (Total)</b>				759							759	
999 Statewide (Chelan) (Okanogan)	12 7	F01009T Y5	<u>CASCADE &amp; COLUMBIA RIVER-286K UPGRADE</u>	CHELAN & OKANOGAN CO											
			Upgrade Okanogan rail line to accommodate 286,000 pound freight cars, making North Central counties competitive on rail rates and keeping 11,250 heavy truck loads per year off state highways.												
			Funded				388							388	+/-30%
							388							388	
			New Revenue (Referendum 51)				500							500	+/-30%
							500							500	
			<b>CASCADE &amp; COLUMBIA RIVER-286K UPGRADE (Total)</b>				888							888	

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999 Statewide (Pierce)	25	F01010T Y5	<u>MEEKER SOUTHERN RR-TRACK RESTORATION</u> Rehabilitate endangered 4.5 mi. long Puyallup area short line railroad. Preserving rail line keeps 1,500 heavy truckloads per year off state highways.	PIERCE COUNTY												
			Funded				400								400	+/-30%
							400								400	
			MEEKER SOUTHERN RR-TRACK RESTORATION (Total)				400								400	
999 Statewide (Pierce)	2	F01011T Y5	<u>CITY OF YELM RR GRAVEL SPUR</u> Construct 0.5 mi. rail link to aggregate business in conjunction with Tacoma Rail Mountain Division. The project could remove 25,000 heavy truckloads of gravel per year from roadways; will provide needed rail service to City of Yelm Industrial Park.	PIERCE COUNTY												
			New Revenue (Referendum 51)				500								500	+/-20%
							500								500	
			CITY OF YELM RR GRAVEL SPUR (Total)				500								500	
999 Statewide (Yakima)	13 14	F01012T Y5	<u>YAKIMA COUNTY IMPROVEMENTS</u> Improvement to rail facilities in Yakima County to restore rail freight service. Removes 1400 heavy truck loads per year from state highways.	YAKIMA COUNTY												
			New Revenue (Referendum 51)				315								315	+/-30%
							315								315	
			YAKIMA COUNTY IMPROVEMENTS (Total)				315								315	

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999 Statewide (Grays Harbor)	19 24	F01013T Y5	<u>PORT OF GRAYS HARBOR GRAIN LOOP TRACK</u> Construct 7,600' long unit grain train loop track at new grain terminal at the Port of Grays Harbor. Helps preserve rail service to Aberdeen; creates over 20 family-wage longshoreman jobs; diversifies Port's traffic base. Includes \$53,000 in contingency funds.	ABERDEEN & HOQUIAM												
			Funded				2,053								2,053	+/-20%
							2,053								2,053	
PORT OF GRAYS HARBOR GRAIN LOOP TRACK (Total)							2,053								2,053	
999 Statewide (Grays Harbor)	19 24	F01014T Y5	<u>PUGET SOUND &amp; PAC. SWING BRIDGE REPAIRS</u> Repair two old swing bridges at Aberdeen & Hoquiam required for continued operation, diverting 18,700 heavy truck loads per year from state highways.	ABERDEEN & HOQUIAM												
			New Revenue (Referendum 51)				100	950							1,050	+/-20%
							100	950							1,050	
PUGET SOUND & PAC. SWING BRIDGE REPAIRS (Total)							100	950							1,050	
999 Statewide (Skagit)	40	F01015T Y5	<u>MT. VERNON TERMINAL LOG TRANSLOAD</u> Build tracks for new log transloading facility, creating 22 new jobs and diverting 7,500 heavy truck loads per year from I-5.	MT. VERNON												
			New Revenue (Referendum 51)					210							210	+/-30%
								210							210	
MT. VERNON TERMINAL LOG TRANSLOAD (Total)								210							210	

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999 Statewide (Lewis) (Pierce)	2 20	F01016T Y5	<u>TACOMA RMDRR MORTON LINE REPAIRS-PHASE 2</u> Phase 2 of Tacoma Rail Mountain Division's Morton line reconstruction to restore rail service after 1996 floods, maintaining more than 200 jobs and potential to divert 16,000 heavy truck trips per year from state highways.	PIERCE & LEWIS COUNT											
New Revenue (Referendum 51)							150	787	787	787	687			3,198	+/-30%
							150	787	787	787	687			3,198	
TACOMA RMDRR MORTON LINE REPAIRS-PHASE 2 (Total)							150	787	787	787	687			3,198	
999 Statewide (Yakima)	15	F01017T Y5	<u>TS&amp;W YAKAMA SAWMILL TRAFFIC UPGRADES</u> Upgrade existing Toppenish Simcoe a& Western line for increased traffic from Yakama Tribe sawmill.	YAKIMA COUNTY											
New Revenue (Referendum 51)							640							640	+/-20%
							640							640	
TS&W YAKAMA SAWMILL TRAFFIC UPGRADES (Total)							640							640	
999 Statewide (Adams) (Franklin) (Grant)	13 16 9	F01018T Y5	<u>COL. BASIN RR CONNELL-WARDEN UPGRADE</u> Upgrade 6 miles of Columbia Basin RR's light-weight rail between Connell and Warden, continuing to divert 39,000 heavy truck loads per year from state highways. Project cost does not include matching funds from the railroad.	FRANKLIN, ADAMS & GR											
New Revenue (Referendum 51)									525	525				1,050	+/-30%
									525	525				1,050	
COL. BASIN RR CONNELL-WARDEN UPGRADE (Total)									525	525				1,050	

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999 Statewide (Walla Walla)	16	F01019T Y5	<u>BLUE MTN. RR WALLULA-WALLA WALLA UPGRADE</u> Rebuild 30 mi. Blue Mountain RR's track from Wallula to Walla Walla, continuing to divert 4,000 heavy truck loads per year from state highways and supporting a major grain producing area.	WALLA WALLA COUNTY				03-05	05-07	07-09	09-11	11-13				
			New Revenue (Referendum 51)					630	630						1,260	+/-30%
								630	630						1,260	
			BLUE MTN. RR WALLULA-WALLA WALLA UPGRADE (Total)					630	630						1,260	
999 Statewide (Columbia)	16	F01020T Y5	<u>PORT OF COLUMBIA CO. DAYTON UPGRADES</u> Improvement to Port of Columbia County's rail facilities at Dayton, preserving the last rail line in Columbia County.	DAYTON												
			New Revenue (Referendum 51)							315					315	+/-30%
										315					315	
			PORT OF COLUMBIA CO. DAYTON UPGRADES (Total)							315					315	
999 Statewide (Grant) (Lincoln)	12 7	F01021T Y5	<u>PALOUSE RIV. &amp; COULEE CITY RR BRIDGE REP</u> Repair to numerous Palouse River & Coulee City RR bridges in Grant and Lincoln Counties over the railroad's 375-mile system, continuing to divert 31,200 heavy truck loads per year from state highways and supporting a major grain producing area.	GRANT & LINCOLN COUN												
			New Revenue (Referendum 51)							525					525	+/-30%
										525					525	
			PALOUSE RIV. & COULEE CITY RR BRIDGE REP (Total)							525					525	

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999 Statewide (Walla Walla) (Columbia)	16	F01022T Y5	<u>PORT OF COLUMBIA RAILROAD IMPROVEMENTS</u> WALLA WALLA & COLUMB													
Funds for general railroad improvements on the 39-mile Walla Walla to Dayton rail line. The rail line is owned by the Port of Columbia.																
New Revenue (Referendum 51)								315							315	+/-20%
								315							315	
PORT OF COLUMBIA RAILROAD IMPROVEMENTS (Total)								315							315	
999 Statewide (Benton)	8	F01023T Y5	<u>PORT OF BENTON QUARRY SPUR</u> BENTON COUNTY													
Construct .75 mile industrial spur track to rock quarry on Port of Benton property in Richland. Quarry rock is destined to Walla Walla and if moves by train will keep 9,000 Richland to Walla Walla heavy truck loads per year off state highways.																
New Revenue (Referendum 51)									525						525	+/-30%
									525						525	
PORT OF BENTON QUARRY SPUR (Total)									525						525	
999 Statewide (Pierce) (Thurston) (Lewis)	2 20	F01024T Y5	<u>TACOMA RMDRR CHEHALIS-FREDRICKSON UPGRAD</u> PIERCE, THURSTON & L													
Replace 60 miles of light-weight rail on Tacoma Rail Mountain Division's line from Frederickson to Chehalis to accommodate 286,000 pound freight cars. This segment can then relieve container train congestion on the Tacoma/Portland mainline.																
New Revenue (Referendum 51)								2,678	2,678	2,678	2,678				10,712	+/-30%
								2,678	2,678	2,678	2,678				10,712	
TACOMA RMDRR CHEHALIS-FREDRICKSON UPGRAD (Total)								2,678	2,678	2,678	2,678				10,712	



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999 Statewide (Chelan) (Douglas) (Kittitas) (Yakima) (Franklin)	12 13 14 15 7 8 9	F01025T Y5	<u><b>VARIOUS 286K PROJECTS</b></u>  Yet-to-be-identified projects to upgrade light density rail lines in Washington to accommodate 286,000 pound freight cars. Costs are based on a study completed in January 2001 by Dr. Ken Casavant of WSU, a nationally known expert on short line railroads.	STATEWIDE											
			New Revenue (Referendum 51)					4,850	5,490	10,555	10,310	7,460		38,665	+/-20%
								4,850	5,490	10,555	10,310	7,460		38,665	
			Additional Revenue Required for Completion					28,650	28,010	22,945	23,190			102,795	+/-30%
								28,650	28,010	22,945	23,190			102,795	
			VARIOUS 286K PROJECTS (Total)					33,500	33,500	33,500	33,500	7,460		141,460	
999 Statewide (Grant) (Lincoln) (Spokane) (Whitman)	12 7 9	F01027T Y5	<u><b>PALOUSE RIV. &amp; COULEE CITY RR ACQUISITIO</b></u>  Purchase 302-mile Palouse River and Coulee City RR, preserving the state's largest grain-hauling system and keeping over 28,000 heavy truck loads per year off state highways. Acquired lines would be managed by Port of Whitman County.	GRANT, LINCOLN, SPOK											
			New Revenue (Referendum 51)					12,600						12,600	+/-10%
								12,600						12,600	
			PALOUSE RIV. & COULEE CITY RR ACQUISITIO (Total)					12,600						12,600	
999 Statewide (Grant) (Lincoln) (Spokane) (Whitman)	12 7 9	F01028T Y5	<u><b>PR&amp;CC CHENEY-COULEE 286K UPGRADE</b></u>  Repair to numerous Palouse River and Coulee City RR bridges in Grant and Lincoln Counties over the railroad's 375-mile system, continuing to divert 31,200 heavy truck loads per year from state highways and supporting a major grain producing area.	GRANT & LINCOLN COUN											
			New Revenue (Referendum 51)					2,100	2,100	2,100	4,725			11,025	+/-30%
								2,100	2,100	2,100	4,725			11,025	
			PR&CC CHENEY-COULEE 286K UPGRADE (Total)					2,100	2,100	2,100	4,725			11,025	

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999 Statewide (Walla Walla) (Columbia)	16	F01029T Y5	<u><b>BMRR WALLA WALLA - DAYTON 286K UPGRADE</b></u> WALLA WALLA & COLUMB													
			Funds for 39 miles of track upgrades to allow for safe operation of 286,000 pound freight cars on the Blue Mountain RR's Walla Walla-Dayton branch line, which serves communities and rail dependent shippers in Columbia and Walla Walla Counties.													
			New Revenue (Referendum 51)					2,100	2,100	2,100	4,410				10,710	+/-30%
								2,100	2,100	2,100	4,410				10,710	
			BMRR WALLA WALLA - DAYTON 286K UPGRADE (Total)					2,100	2,100	2,100	4,410				10,710	
999 Statewide (Chelan) (Douglas) (Kittitas) (Yakima) (Franklin)	12 13 14 15 7 8 9	F01030T Y5	<u><b>UNDETERMINED FLEXIBLE FUNDS</b></u> To be used for emerging opportunities that would result in maintaining rail service on light-density rail line and /or that would result in creating new jobs in rural or depressed Washington areas. Funded	STATEWIDE				4,000	4,000	4,000	4,000	4,000			20,000	+/-30%
								4,000	4,000	4,000	4,000	4,000			20,000	
			New Revenue (Referendum 51)					525							525	+/-10%
								525							525	
			UNDETERMINED FLEXIBLE FUNDS (Total)					4,525	4,000	4,000	4,000	4,000			20,525	
999 Statewide (King) (Grant) (Yakima) (Benton)	13 14 15 31 47 5 8	F01031T Y5	<u><b>STAMPEDE PASS LINE CAPACITY IMPROVEMENTS</b></u> KITTTITAS & KING COUN Various capacity improvements, including increased tunnel clearance, to aid in expansion for growth of Pacific port traffic. Assumes BNSF will fund the remainder of the estimated \$255 million overall project cost.													
			Additional Revenue Required for Completion					500	2,500	75,000	75,000				153,000	+/-30%
								500	2,500	75,000	75,000				153,000	
			STAMPEDE PASS LINE CAPACITY IMPROVEMENTS (Total)					500	2,500	75,000	75,000				153,000	

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999 Statewide (Franklin)	16	F01032T Y5	<u>CONNELL FEED LOT LOOP TRACK</u>	CONNELL												
Construct 2.5 -mile long unit grain train loop track at proposed feed lot near Connell. The feed lot would create 1200 family-wage jobs and a \$36 million annual local payroll in rural Franklin County.																
Additional Revenue Required for Completion								1,500							1,500	+/-30%
								1,500							1,500	
CONNELL FEED LOT LOOP TRACK (Total)								1,500							1,500	
999 Statewide (Clark)	18 49	P01001T Y4	<u>VANCOUVER RAIL PROJECT INCL. 39TH BRIDGE</u>	VANCOUVER												
Capacity improvement that includes a by-pass of freight yard and 39th Street grade separation. This project will help to improve schedule reliability. Currently in the preliminary engineering phase. Assumes BNSF will pay remainder of estimated \$55 million project cost.																
Funded							3,227								3,227	+/-20%
							3,227								3,227	
New Revenue (Referendum 51)							500	4,353							4,853	+/-30%
							500	4,353							4,853	
Federal Revenue (Referendum 51)								24,319							24,319	+/-30%
								24,319							24,319	
VANCOUVER RAIL PROJECT INCL. 39TH BRIDGE (Total)							3,727	28,672							32,399	
999 Statewide (Cowlitz)	18	P01002T Y4	<u>KELSO-MARTIN BLUFF 3RD MAINLINE</u>	COWLITZ COUNTY												
Construct additional main line track and reconstruct existing track over 18-mile corridor. Project commitment required prior to any new service addition. Assumes BNSF will pay remainder of estimated \$320 million. Currently in EIS phase.																
Funded							2,868	2,430							5,298	+/-30%
							2,868	2,430							5,298	
New Revenue (Referendum 51)								47,570							47,570	+/-30%
								47,570							47,570	
Federal Revenue (Referendum 51)								75,000	125,000						200,000	+/-30%
								75,000	125,000						200,000	
KELSO-MARTIN BLUFF 3RD MAINLINE (Total)							2,868	125,000	125,000						252,868	

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999 Statewide (King)	33	P01003T Y4	<u>GRADE CROSSING UPGRADES</u>	KING COUNTY											
Upgrades to grade crossings to date have resulted in a 20-minute reduction of the scheduled runtime. The remaining upgrades are contractually committed to BNSF. Planned to coincide with pending Sound Transit track improvements at the crossings.															
Funded							3,788							3,788	+/-30%
							3,788							3,788	
Federal Revenue (Referendum 51)							120							120	+/-30%
							120							120	
GRADE CROSSING UPGRADES (Total)							3,908							3,908	
999 Statewide (Pierce) (Thurston) (Lewis) (Cowlitz) (Clark)	18 20 27 28	P01004T Y4	<u>HIGH SPEED CROSSOVERS</u>	CLARK, COWLITZ, LEWI											
Construct 12 sets of universal high speed (50 mph) crossovers for improved reliability. 2 sets are complete. Commitment to complete the remaining sets required prior to any new service addition.															
Funded							9,488	1,440	464	1,540				12,932	+/-30%
							9,488	1,440	464	1,540				12,932	
Federal Revenue (Referendum 51)								5,560	6,536	8,960	3,500			24,556	+/-30%
								5,560	6,536	8,960	3,500			28,056	
HIGH SPEED CROSSOVERS (Total)							9,488	7,000	7,000	10,500	3,500			37,488	
999 Statewide (Pierce)	2 27 28 29	P01005T Y4	<u>PT DEFIANCE (LAKEVIEW) BYPASS</u>	PIERCE COUNTY											
Construct and upgrade main line tracks over 20-mile corridor for passenger service. Results in 11-minute reduction in Seattle-Portland schedule and provides for additional frequencies. Assumes additional Sound Transit funding.															
Funded							300		3,340					3,640	+/-0%
							300		3,340					3,640	
New Revenue (Referendum 51)								2,000	26,859					28,859	+/-10%
								2,000	26,859					28,859	
Federal Revenue (Referendum 51)									103,840					103,840	+/-30%
									103,840					103,840	
PT DEFIANCE (LAKEVIEW) BYPASS (Total)							300	2,000	134,039					136,339	

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			Project Description			Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future		
999 Statewide (King)	11	P01006T Y4	<u>KING STREET STATION INTERIM IMPROVEMENTS</u>		SEATTLE											
			Make interim repairs to station in downtown Seattle. Will allow for some improved passenger amenities while further redevelopment in the King Street Transportation Center project is designed. Current authority is only for federal funds.													
			Funded				6,035							6,035	+/-15%	
							6,035							6,035		
			KING STREET STATION INTERIM IMPROVEMENTS (Total)				6,035							6,035		
999 Statewide (Pierce) (King)	25 27 31 33	P01007T Y4	<u>P.N.W.R.C. SAFETY IMPROVEMENTS</u>		CLARK, COWLITZ, LEWI											
			Funds for various small-scale improvements, studies and engineering to increase safety for drivers, pedestrians and rail passengers on the Pacific Northwest Rail Corridor (PNWRC). These funds are a series of federal grants through Section 1103c of TEA-21 or anticipated successor legislation.													
			Funded				1,230	662	695	695	695	695		4,672	+/-15%	
							1,230	662	695	695	695	695		4,672		
			P.N.W.R.C. SAFETY IMPROVEMENTS (Total)				1,230	662	695	695	695	695		4,672		
999 Statewide (Clark) (Cowlitz) (Lewis) (Thurston) (Pierce)	18 2 20 28 49	P01008T Y4	<u>HIGH-SPEED UPGRADES-SOUTH</u>		CLARK, COWLITZ, LEWI											
			Upgrades to tracks, train control signals, and other improvements to allow passenger trains to reach 90 mph at 7" cant (super-elevation) deficiency. Will result in 18-minute reduction in Seattle-Portland schedule.													
			Funded										5,004	5,004	+/-10%	
													5,004	5,004		
			New Revenue (Referendum 51)							4,480				4,480	+/-30%	
										4,480				4,480		
			Federal Revenue (Referendum 51)							6,519	6,397			12,916	+/-30%	
										6,519	6,397			19,313		
			HIGH-SPEED UPGRADES-SOUTH (Total)								10,999	6,397	5,004	22,400		

## Freight & Passenger Rail Capital Improvement & Preservation Program

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
999 Statewide (King)	11	P01009T Y4	<u><b>KING STREET TRANSPORTATION CENTER</b></u>  Redevelop the historic station in Seattle into transportation hub for intercity rail, commuter rail, regional and local transit buses, and future modes. The King Street Station Track Improvements project is concurrent. Current and future authority is only federal funds.	KING COUNTY											
			Funded				3,265							3,265	+/-30%
							3,265							3,265	
			<i>Additional Revenue Required for Completion</i>				3,000	13,000	30,000	25,000				71,000	+/-30%
							3,000	13,000	30,000	25,000				71,000	
			KING STREET TRANSPORTATION CENTER (Total)				6,265	13,000	30,000	25,000				74,265	
999 Statewide (Pierce) (King)	11 25 31 33	P01010T Y4	<u><b>KENT-AUBURN VALLEY IMPROVEMENTS</b></u>  Various capacity improvements to Black River Jct. and a new Kent-Glacier Park 3rd main line in the Auburn, Kent and Tukwila areas in coordination with Sound Transit	KING COUNTY											
			<i>Additional Revenue Required for Completion</i>						30,000	40,000				70,000	+/-30%
									30,000	40,000				70,000	
			KENT-AUBURN VALLEY IMPROVEMENTS (Total)						30,000	40,000				70,000	
999 Statewide (Whatcom) (Skagit) (Snohomish) (King)	10 21 38 39 40 42 99	P01011T Y4	<u><b>HIGH SPEED LOCOMOTIVES</b></u>  Purchase 28 new high speed, high horsepower, lightweight locomotives, the first 15 or more by 2011, to allow more frequent passenger service at speeds up to 110 mph.	N/A											
			Funded								4,556			4,556	+/-20%
											4,556			4,556	
			New Revenue (Referendum 51)								5,593			5,593	+/-30%
											5,593			5,593	
			Federal Revenue (Referendum 51)							49,797		52,054		101,851	+/-30%
										49,797		52,054		151,648	
			HIGH SPEED LOCOMOTIVES (Total)							59,946		52,054		112,000	

## Freight & Passenger Rail Capital Improvement & Preservation Program

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
999 Statewide (Whatcom) (Skagit) (Snohomish) (King)	10 21 38 39 40 42 99	P01012T Y4	<u>NEW HIGH SPEED TRAIN SETS</u>  Purchase 12 new next generation train sets, the first 7 by 2011, to allow more frequent passenger service at speeds up to 110 mph.	N/A												
New Revenue (Referendum 51)															30,800	+/-10%
															30,800	
Federal Revenue (Referendum 51)															123,200	+/-30%
															110,000	
NEW HIGH SPEED TRAIN SETS (Total)															233,200	
															356,400	
															154,000	
															110,000	
															264,000	
999 Statewide (Lewis)	18 20	P01013T Y4	<u>NAPAVINE THIRD MAINLINE</u>  A capacity improvement that adds 7 miles of third main line, for adding additional service.	LEWIS COUNTY												
Additional Revenue Required for Completion															35,000	+/-30%
															35,000	
NAPAVINE THIRD MAINLINE (Total)															35,000	
999 Statewide (Lewis)	18	P01014T Y4	<u>VADER TO WINLOCK THIRD MAINLINE</u>  Capacity and speed improvement adds 6 miles of third main line and upgrades the adjacent main lines for passenger speeds up to 110 mph. Results in additional service and a 1?minute reduction in Seattle-Portland schedule.	LEWIS COUNTY												
Additional Revenue Required for Completion															30,000	+/-30%
															30,000	
VADER TO WINLOCK THIRD MAINLINE (Total)															30,000	

## Freight & Passenger Rail Capital Improvement & Preservation Program

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title		Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
			Project Description			Begin Date	End		03-05	05-07	07-09	09-11	11-13				
999 Statewide (Lewis) (Thurston)	20	P01015T Y4	<u>N. CHEHALIS TO WABASH THIRD MAINLINE</u>		LEWIS COUNTY												
Capacity gained through 9 miles of third main line. Results in additional service.																	
Additional Revenue Required for Completion														45,000	45,000	+/-30%	
														45,000	45,000		
N. CHEHALIS TO WABASH THIRD MAINLINE (Total)														45,000	45,000		
999 Statewide (Cowlitz)	18	P01016T Y4	<u>CASTLE ROCK THIRD MAINLINE</u>		COWLITZ COUNTY												
Capacity improvement adds 10 miles of third main line. Results in additional service.																	
Additional Revenue Required for Completion															60,000	60,000	+/-30%
															60,000	60,000	
CASTLE ROCK THIRD MAINLINE (Total)															60,000	60,000	
999 Statewide (Clark) (Cowlitz)	18	P01017T Y4	<u>FELIDA TO WOODLAND THIRD MAINLINE</u>		CLARK & COWLITZ COUN												
Capacity and speed improvement adds 18 miles of third main line and upgrades the adjacent main lines for passenger speeds up to 110 mph. Results in additional service and a 3 minute reduction in scheduled run time.																	
Additional Revenue Required for Completion															90,000	90,000	+/-30%
															90,000	90,000	
FELIDA TO WOODLAND THIRD MAINLINE (Total)															90,000	90,000	



## Freight & Passenger Rail Capital Improvement & Preservation Program

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
999 Statewide (Thurston)	20	P01018T Y4	<u>NISQUALLY TO BUCODA THIRD MAINLINE</u> Capacity and speed improvement adds 22 miles of third main line and upgrades the adjacent main lines for passenger speeds up to 110 mph. Results in additional service and a 2 minute reduction in scheduled run-time.	THURSTON COUNTY												
<i>Additional Revenue Required for Completion</i>														110,000	110,000	+/-30%
														110,000	110,000	
NISQUALLY TO BUCODA THIRD MAINLINE (Total)														110,000	110,000	
999 Statewide (Snohomish)	38	P01019T Y4	<u>PA JCT. TO DELTA JCT. SPEED INCREASE</u> Speed improvement realigns curves for passenger speeds up to 50 mph, a 15-20 mph increase. Results in a 4-minute reduction in Seattle-Vancouver, BC schedule.	EVERETT												
<i>New Revenue (Referendum 51)</i>														800	800	+/-30%
														800	800	
<i>Additional Revenue Required for Completion</i>														3,200	3,200	+/-30%
														3,200	3,200	
PA JCT. TO DELTA JCT. SPEED INCREASE (Total)														4,000	4,000	
999 Statewide (King) (Snohomish) (Skagit) (Whatcom)	10 32 36 38 39 40 42	P01020T Y4	<u>SECOND ROUND TRIP PROJECTS</u> Remaining capacity projects from original contractual commitments that will guarantee the continued operation of second train on this route, currently operating between Seattle and Bellingham.	KING & SNOHOMISH COU												
<i>New Revenue (Referendum 51)</i>														1,359	1,359	+/-10%
														1,359	1,359	
<i>Federal Revenue (Referendum 51)</i>														5,434	5,434	+/-30%
														5,434	5,434	
SECOND ROUND TRIP PROJECTS (Total)														6,793	6,793	

## Freight & Passenger Rail Capital Improvement & Preservation Program

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
999 Statewide (Whatcom)	40 42	P01021T Y4	<u>BELLINGHAM SIDING EXTENSION</u>	BELLINGHAM											
Capacity improvement that would support the addition of a third train to Vancouver, B.C. Project will not commence until the Canadian government invests in rail improvements north of the border.															
New Revenue (Referendum 51)														6,000	+/-30%
														6,000	
Federal Revenue (Referendum 51)														24,000	+/-30%
														24,000	
BELLINGHAM SIDING EXTENSION (Total)														30,000	
999 Statewide (Snohomish) (Skagit) (Whatcom)	10 36 39 40 42	P01022T Y4	<u>HIGH SPEED UPGRADES - NORTH</u>	SNOHOMISH, SKAGIT &											
Upgrades to tracks, train control signals, and other improvements to allow passenger trains to reach 90 mph at 7" cant (super-elevation) deficiency. Results in 10-minute reduction in scheduled run-times.															
Additional Revenue Required for Completion														22,171	+/-30%
														22,171	
HIGH SPEED UPGRADES - NORTH (Total)														22,171	
999 Statewide (King)	11	P01023T Y4	<u>KING STREET STATION TRACK IMPROVEMENTS</u>	SEATTLE											
Rehabilitation of tracks, platforms, and pedestrian facilities will accommodate as many as 8 intercity and commuter trains at the station at one time. (Station renovation cost is not included.) Assumes an additional \$3,632,000 from Sound Transit.															
Funded														2,625	+/-10%
														2,625	
New Revenue (Referendum 51)														8,272	+/-10%
														8,272	
Federal Revenue (Referendum 51)							5,000	30,000	29,103					64,103	+/-30%
							5,000	30,000	29,103					64,103	
KING STREET STATION TRACK IMPROVEMENTS (Total)							5,000	30,000	29,103	10,897				75,000	

## Freight & Passenger Rail Capital Improvement & Preservation Program

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Confidence Range
999 Statewide (King) (Snohomish)	21 32 36 38	P01024T Y4	<u>SEATTLE TO EVERETT CAPACITY IMPROVEMENTS</u> KING & SNOHOMISH COU  Improvements will be made in partnership with Sound Transit (specifics are yet to be determined). Sound Transit is currently negotiating with BNSF and resource agencies on these improvements.													
			New Revenue (Referendum 51)				9,200	21,800							31,000	+/-30%
							9,200	21,800							31,000	
			SEATTLE TO EVERETT CAPACITY IMPROVEMENTS (Total)				9,200	21,800							31,000	
999 Statewide (Chelan) (Yakima) (Franklin) (Benton) (Skagit)	12 13 14 15 16 40	P99998T Y4	<u>Federal Funds Available</u>  These federal cash flow adjustments are required to deliver the rail construction program as programmed. Future budget adjustments are anticipated to reconcile project detail with needed appropriations. This expenditure plan updates the budget book adopted by the Transportation Commission on 8/14/02.		N/A											
			Federal Revenue (Referendum 51)					124,000	-158,000	35,000	-37,000	48,000.00			12,000	+/-99%
								124,000	-158,000	35,000	-37,000	48,000.00			-73,000	
			Federal Funds Available (Total)					124,000	-158,000	35,000	-37,000	48,000			12,000	
999 Statewide (Chelan) (Yakima) (Franklin) (Benton) (Skagit)	12 13 14 15 16 40	P99999T Y4	<u>Rail Reserve</u>  Reserve for future operating costs of Rail capital investments.		N/A											
			New Revenue (Referendum 51)							7,000	14,000	14,000			35,000	+/-99%
										7,000	14,000	14,000			35,000	
			Rail Reserve (Total)							7,000	14,000	14,000			35,000	